ENTHUSIASM FOR THE TUNNEL.

East Boston Citizens' Trade Association Listens to Rapid Transit Commissioner Thomas J. Gargan.

Hon Thomas J. Gargan of the subway commission gave a talk illustrated by stereopticon views on the subway and proposed tunnel to East Boston last night before the East Boston citizens' trade association.

Mr Gargan's audience was especially interested in what he had to say regarding the tunnel, though comparatively little of his lecture was devoted to that branch of the subject.

He did say, however, that engineer Carson had decided the tunnel could be built for $2,500,000. That would be from New Washington st to Maverick sq, and such a tunnel as was needed. He remarked that so far the subway had been built within the estimates, and intimated that he had no doubt it would be completed within the appropriation.

Mr Gargan spoke of the systems of transit in London, Berlin and Buda-Pesth, after which he took up the subject as it confronts the city of Boston.

Representative John L. Bates, who secured the tunnel amendment to the subway bill, was introduced by Pres John H. Sullivan as the father of the tunnel, and spoke for a few minutes on the struggle East Boston has had to obtain traveling facilities.

He made a very forcible argument for the necessity of a tunnel, and cited things which would be likely to assist in paying the expense of constructing it. He predicted that the Boston, Revere Beach & Lynn railroad, which would very likely soon adopt the electric system, and both the West End and the Lynn & Boston street railways would want to buy the privilege to run through it.

The association passed a vote that it is the sense of the organization that the West End street railway company should run a car all night in East Boston as in other parts of the city; and that the matter be placed before Alderman William J. Donovan to be laid before the board of aldermen.

F. B. Day made a report on ferry matters, and the association passed a resolution in favor of a new ferry landing on the city side at or near Rowes wharf, and at the present south ferry slip on the East Boston side. It is hoped that this arrangement would result in one or more lines of cars being run to that ferry, thus relieving the congestion at the north ferry.

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Enthusiasm for East Boston Subway Tunnel.